City Summary

Selection Criteria: 1/1/2008 thru 12/31/2008

NUMBER OF CRASHES

INJURY SEVERITY

| | | | | PROPERTY | TOTAL | TOTAL | TOTAL | | | | | |
|----------------------------|-------|-------|--------|----------|----------|--------|---------|-----|---|---|----|--|
| Virginia | TOTAL | FATAL | INJURY | DAMAGE | VEHICLES | KILLED | INJURED | Α | В | С | 0 | |
| WEATHER CONDITION | | | | | | | | | | | | |
| Clear | 8 | 0 | 3 | 5 | 13 | 0 | 6 | 1 | 2 | 3 | 10 | |
| Rain | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Unknown | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | |
| TOTALS | 11 | 0 | 3 | 8 | 19 | | 6 | | | | 16 | |
| TYPE OF CRASH | | | | | | | | | | | | |
| Animal | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Fixed object | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 1 | |
| Parked motor vehicle | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Rear end | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| Sideswipe same direction | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Angle | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | |
| Turning | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 7 | |
| TOTALS | 11 | 0 | 3 | 8 | | | 6 | | | 3 | 16 | |
| CLASS OF CITY | | | | | | | | | | | | |
| 0 TO 2,500 | 11 | 0 | 3 | 8 | 19 | 0 | 6 | 1 | 2 | 3 | 16 | |
| TOTALS | 11 | 0 | 3 | 8 | 19 | | 6 | | | | 16 | |
| ROAD SURFACE CONDITION | | | | | | | | | | | | |
| Dry | 8 | 0 | 3 | 5 | 13 | 0 | 6 | 1 | 2 | 3 | 10 | |
| Ice | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | |
| TOTALS | 11 | 0 | 3 | 8 | 19 | | 6 | | | 3 | 16 | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | | |
| State Numbered Rural | 4 | 0 | 1 | 3 | 6 | 0 | 3 | 0 | 1 | 2 | 5 | |
| County & Local Roads Rural | 7 | 0 | 2 | 5 | 13 | 0 | 3 | 1 | 1 | 1 | 11 | |
| TOTALS | 11 | 0 | 3 | 8 | 19 | | 6 | | | | 16 | |
| DAY OF WEEK | | | | | | | | | | | | |
| Sunday | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Tuesday | 4 | 0 | 1 | 3 | 6 | 0 | 1 | 0 | 0 | 1 | 5 | |
| Wednesday | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Thursday | 4 | 0 | 2 | 2 | 7 | 0 | 5 | 1 | 2 | 2 | 5 | |
| Saturday | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| TOTALS | 11 | 0 | 3 | 8 | 19 | 0 | 6 | 1 - | 2 | 3 | 16 | |
| | | | | | | | | | | | | |

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| | | | | PROPERTY | TOTAL | TOTAL | TOTAL | | | | |
|---------------------------------------|-------|-------|--------|----------|----------|--------|---------|---|---|-----|----|
| Virginia | TOTAL | FATAL | INJURY | DAMAGE | VEHICLES | KILLED | INJURED | Α | В | С | 0 |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 |
| 8 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Noon | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1 PM | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 2 | 0 |
| 2 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6 PM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 2 |
| 7 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 11 | 0 | 3 | | 19 | 0 | 6 | | | 3 - | 16 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 2 | 0 | 1 | 1 | 2 | 0 | 2 | 1 | 1 | 0 | 1 |
| Darkness, Lighted Road | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Daylight | 8 | 0 | 2 | 6 | 16 | 0 | 4 | 0 | 1 | 3 | 14 |
| TOTALS | 11 | 0 | 3 | 8 | 19 | 0 | 6 | | | | 16 |
| ROAD DEFECTS | | | | | | | | | | | |
| No Defects | 10 | 0 | 3 | 7 | 18 | 0 | 6 | 1 | 2 | 3 | 15 |
| Unknown | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 11 | 0 | 3 | 8 | 19 | | 6 | | 2 | 3 | 16 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| No Controls | 4 | 0 | 1 | 3 | 8 | 0 | 1 | 0 | 0 | 1 | 8 |
| Other Regualtory Sign | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Stop Sign/Flasher | 5 | 0 | 2 | 3 | 8 | 0 | 5 | 1 | 2 | 2 | 6 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 11 | 0 | 3 | 8 | 19 | | 6 | | | | 16 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersctn of 2 Mrked Rts OR Mrked | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 2 | 0 |
| Rt and 8# OR 2 8#'s | | | | | | | | | | | |
| Intersection of Mrked Rts & Pub | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Rd(Major Collector) Not Applicable | 9 | 0 | 2 | 7 | 16 | 0 | 3 | 1 | 1 | 1 | 15 |
| TOTALS | | | | | | | | | | | |
| IVIALO | 11 | 0 | 3 | 8 | 19 | 0 | 6 | 1 | 2 | 3 | 16 |

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| | | | | PROPERTY | TOTAL | TOTAL | TOTAL | | | | |
|-----------------|-------|-------|--------|----------|----------|--------|---------|---|---|-----|----|
| Virginia | TOTAL | FATAL | INJURY | DAMAGE | VEHICLES | KILLED | INJURED | A | В | С | 0 |
| VEHICLE DEFECTS | | | | | | | | | | | |
| No Defect | 16 | 0 | 5 | 11 | 16 | 0 | 6 | 1 | 2 | 3 | 14 |
| Unknown | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 19 | 0 | 5 | 14 | 19 | 0 - | 6 | | | 3 - | 16 |
| VEHICLE TYPE | | | | | | | | | | | |
| Passenger | 7 | 0 | 3 | 4 | 7 | 0 | 4 | 1 | 1 | 2 | 7 |
| Pickup | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| SUV | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Van/Mini-Van | 4 | 0 | 1 | 3 | 4 | 0 | 2 | 0 | 1 | 1 | 2 |
| TOTALS | 19 | 0 | | 14 | | | 6 | | | | 16 |

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| | | | | | PROPERTY | TOTAL | TOTAL | TOTAL | | | | |
|----------------------|------------|-------|-------|--------|----------|----------|--------|---------|---|---|---|----|
| Virginia | | TOTAL | FATAL | INJURY | DAMAGE | VEHICLES | KILLED | INJURED | Α | В | С | 0 |
| DRIVER CONDITION | | | | | | | | | | | | |
| Had Been Drinking | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Normal | | 15 | 0 | 4 | 11 | 15 | 0 | 2 | 0 | 0 | 2 | 13 |
| Other/Unknown | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 17 | 0 | | 12 | | | 3 | | | | 14 |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 18 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22-24 | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 25-29 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 30-34 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 35-39 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 50-54 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 55-59 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 60-64 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 80-84 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 17 | 0 | | 12 | | | 3 | | | | 14 |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 22-24 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 50-54 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Unknown | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 5 | 0 | 3 | | | | 3 | | | | 2 |